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**Maintenance**

**FOREIGN OBJECT DAMAGE (FOD) CONTROL**

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This instruction establishes procedures and outlines precautionary measures for ensuring effective prevention of Foreign Object Damage (FOD) to assigned aircraft and equipment. It is applicable to all personnel assigned to the maintenance squadron to ensure FOD is identified and removed. It carries out tenets AFI 21-101, *Maintenance Management of Aircraft*, AFRCI 21-101, *Aircraft Guidance and Procedure*, AFI 91-204, *Safety Investigations Reports* and 910 AW 91-212, *Bird-Aircraft Strike Hazard Plan*.

**SUMMARY OF REVISIONS**

This revision changed paragraph numbers and/or added paragraphs as shown: Paragraph 3.2, 3.11. and Paragraph 3.12. A bar ( | ) indicates revisions from the previous edition.

**1. Definition.**

1.1. Any damage to aerospace equipment by an external foreign object which may or may not degrade the required safety or operational characteristics of the equipment.

**2. Responsibilities.**

2.1. LG Commander:

2.1.1. Assigns the position of FOD manager to an Officer, Senior Non-Commissioned Officer (SNCO) or Civilian equivalent.

2.2. The FOD Prevention Officer:

2.2.1. Duties are assigned to the Maintenance Squadron Officer:

2.2.2. Responsible for the management of the FOD Control Program.

2.3. FOD Prevention Non-Commissioned officer (NCO):

- 2.3.1. Duties are assigned to the Non-Commissioned officer In Charge (NCOIC) of the Aircraft Quality Assurance Section (LGQ).
- 2.3.2. Responsible for the management of the FOD Control Program.
- 2.3.3. Prepare and present material at the Quarterly FOD Prevention Meeting.
- 2.3.4. Quality Assurance will conduct random FOD Inspections.
- 2.4. The FOD Prevention Committee is established under an Appointment Letter. (Logistic Group Appt Letter #48).
- 2.5. Supervisors are responsible for total program compliance within their areas of responsibility.
- 2.6. Individual responsibilities are to clean up after themselves and place all FOD in containers. Personnel performing the task for hardware control must use Screw Bags and then attach the bag to the item.
- 2.7. FOD is the responsibility of all personnel involved in maintaining and/or protecting aerospace equipment. This includes operators, maintainers and others who work in and/or around aircraft on the flight line or in the hangar. This also encompasses shops, buildings, main and/or access roads and etc.

### 3. Procedures.

- 3.1. FOD Containers. Supervisors are responsible to ensure that FOD containers are available in all work areas and emptied daily.
- 3.2. Flight line Vehicles. Vehicle operators will ensure assigned vehicles operating on the flight line and adjacent ramps and roadways are frequently inspected for foreign objects, loose hardware and tire trapped objects. FOD containers will be checked and emptied on a daily basis and also vehicles with magnetic bars will also be checked on a daily basis and any items picked up will be discarded.
- 3.3. Aircraft Parking Areas. The aircraft crew chief must ensure that the areas around their assigned aircraft are clean and free of foreign objects. An enhanced housekeeping program around the aircraft is mandatory to control potential hazards.
- 3.4. Use of Protective Plugs and Covers. Protective plugs and covers must be installed in the aircraft as prescribed by technical data at all times when aircraft are parked. Upon removal of the protective covers an inspection of intakes and exhaust must be accomplished and annotated IAW prescribed Technical Order on the aircraft AFTO 781A Form, **Maintenance Discrepancy and Work Document**. The entry must be a RED "X" symbol and only cleared by a qualified inspector prior to release of the aircraft to the aircrew. (Stamp established)
- 3.5. Intake Inspections. Whenever maintenance is performed in or around the air intake section of an installed engine, an entry will be made on the AFTO 781A Form stating "Inspection due on (specific position) engine air inlet section after completion of maintenance action." The entry must be a RED "X" symbol and only cleared by a qualified inspector prior to engine operation.
- 3.6. Throttle Quadrant covers must be installed without delay after each flight and remain in place while on the ground.
- 3.7. Check for missing hardware such as streamers, attaching cables, and etc. on aircraft -21 equipment.

3.8. Cleaning of Ramps and Surfaced Areas. Aircraft parking ramps, taxiways, and access roads will be cleaned as frequently as required to remove FOD. Thorough cleaning will be accomplished utilizing the mobile vacuum sweeper and hand policing. Sweeper requests are made through Maintenance Control Function (MCF)/Debrief Dispatch as required. FOD walks are accomplished on UTAs.

3.9. The Composite Tool Kit (CTK) program is everyone's responsibility. (Aircraft and Maintainers) Ensure tools are inventoried prior to and after the job has been completed (Maintainer). Aircraft must have accountability of the equipment they process. Refer to the CTK portion of AFRCI 21-101, Chapter 6, Section 6D.

3.10. Rags are controlled through a contract. Accountability is mandatory by anyone who uses a rag.

3.11. Wearing of loose clothing and/or articles around engine/equipment intakes is prohibited. Ref. AFI 21-101 and 910 AW/LGM Policy letter dated 10 Oct 2002.

3.12. FOD shakers will be taken up beginning the first week of December for the winter and put back down in the spring. Maintainers will once again check tires prior to entering the flight line.

#### **4. Bird Strike Procedures.**

4.1. Flight line personnel will notify MCF/Debrief Dispatch of bird strikes.

4.2. MCF/Debrief Dispatch will then contact LGQ for investigation.

4.3. LGQ will inform Base Safety Office and then investigate the bird strike for possible FOD damage to the aircraft. Upon completion of the investigation, LGQ will take specimens (feathers), if any remains are identifiable, to the Base Safety Office.

#### **5. Training Requirements:**

5.1. All personnel will receive FOD Awareness Training upon initial assignment by the supervisor. Work center supervisors will ensure that each individual receives the necessary training and briefing to ensure they are made aware of the importance and understanding of FOD detection and pick-up. Review the FOD Booklet and other informational data that is available.

#### **6. Investigation and Reporting of FOD:**

6.1. For FOD investigation and reporting procedures refer to AFRCI 21-101, paragraph 6.90.

6.2. "All aircraft sustaining FOD damage from unknown cause are Impoundment IAW 910 AWI 21-105."

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